

RIVER NEWS.

the River Reporter of the Journal with
 interest for Blank Books, Circulars
 Cards and all Steamboat Printing.

PORT OF LOUISVILLE.

OFFICE OF THE LOUISVILLE JOURNAL,
 Monday, March 25, A. M. }

BOATS LEAVING THIS DAY.

LOUISVILLE, Capt. A. Q. Ross, 3 P. M. N. Orleans
 N. BUREL, Capt. K. P. Crider, 10 A. M. ——— CH
 UNITED STATES, Capt. D. Whitten, 4 P. M. ——— CH

ARRIVALS AT DAY.

Leaving war. Head.
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Major Andrews, Cin.
 United States, Cin.
 DEPARTURES SATURDAY.
 Morning Star, Head.
 New York, St. Louis.
 Empire No. 1, Cin.
 New York, St. Louis.
 Empire, Memphis.
 Major Andrews, Cin.
 Medicine, Nashville.
 ARRIVALS YESTERDAY.
 Clifton, Memphis.
 Pink Vasher, Team, N.Y.
 Louisville, Cin.
 United States, Cin.
 Gen. Lytle, Cin.
 DEPARTURES YESTERDAY.
 Clifton, Cin.
 Sam'l J. Hare, Memphis.
 BOATS IN PORT.

The Riva continues to fall and is now getting down to what steamboats have to count on. The number of feet in depth on the falls. Last night there was ten feet three inches in the canal, eight feet three inches in the main channel and seven feet in the lower reaches. The rocks at the head of the falls are the W. K. and are very rugged. Yesterday there was rain in the morning, but before noon it was shining and it was a beautiful day. Before eight the clouds came up and a keen wind set in from the north-west, with signs of more rain. At 10 o'clock the barometer was slowly rising and indicated 29.60 and the thermometer stood at 56°.

any moment was expected on the levee. A
Minnesota crowd thronged the great Republic,
and, from early morning until dark, some
estimate the number of visitors at over five thousand.

NANNEYVILLE, March 23
Weather rising with fifteen feet on the slope
rather pleasant.

MEMPHIS, March 23
Weather clear and delightful. Business de-
veloping and at a grand pace.

Weather—Nonnewell, for Louisville: Fannin
sett, Mobile Able and Adam Jacobs, for St. Louis
Corneils, for New Orleans; Alice W. and Louisa
for New Orleans; Mar. Townsend, for Louisville;
Minneapolis look toward the South for better cotton
in Port Robert L. Lee, Centralia, Clearwater

EVANVILLE, IND., March 24.
Weather cloudy and cool; the sun has shown
itself a number of times. The river has fallen 22
inches in the last twenty-four hours.

Arrived—Norman, Louisville; John D. Fisher,
Louisville; John, Lizzie Hopkins and Emerald, New
Orleans; Chistina, Memphis; Anna, Cincinnati;
Parson, Louisville.

Departed—Norman, Louisville; White River; J. D. Fisher,
Louisville; Niver, cloud, Lizzie Hopkins, Kin-
caid and P. C. Clifton, Cincinnati; Anna, Mem-
phis; Parson, Louisville; Mary E. Fursey, New
Orleans.

PITTSBURG, March 24.
Weather during the day was warm and spring-
like in the evening. The river has fallen 12 in-
ches in the last twenty-four hours. It is the best
season, with heavy rain. Departed—Mary Pe-
ter, for St. Louis; Maggie Hays, for Cincinnati;
Parson, heading for Memphis and New Orleans;
Chicago for St. Louis.

EVANVILLE, March 25.

Post list—Erald, New Orleans to Cincinnati;
Castport, Texarkana, Louisville, to Memphis;
Hendersonville, Memphis, to Louisville;
Hendersonville to Henderson; Phantom, Wabash river
to Evansville; Louisiana, New Orleans to Louisville;
Cluckster, to Newburg and return.

Ca. 80, March 2
Fallen four inches. We have had two
hours clear weather; mercury 34. Breeze
S.W. Post list—Mississippi, Chattanooga and
Memphis, to Louisville; Louisville, to
N. Norma, Louisville to Memphis 11 P. M.;
Memphis, New Orleans to St. Louis 11 P. M.; St.
Louis, to New Orleans 11 P. M.; New Orleans
to Memphis 11 P. M.; Memphis, to
Henderson, New Orleans to St. Louis 11 P. M.;
Henderson, New Orleans to St. Louis 11 P. M.;
St. Louis, to Memphis 2 P. M.; Mayflower, Evans-
ville and return 11 P. M.; Glasgow, New Orleans
to St. Louis 11 P. M.

Ca. 80, March 3
Made Louisville. Capt. W. Q. Ross, will re-
turn to Memphis, Tenn. and
Made Louisville for Galva, Mississippi.

means drive this new, fast and elegant steamship of the best, swiftest, and most comfortable of steamers that comes to this port. Capt. A. B. R. who commands this steamer, has an enviable record, and is a thorough and efficient officer. It is pleasant to travel with so genial a host. His passengers are gentlemen that fully understand the duties, and execute them in an unexceptional manner. The Louisville and her officers are universally popular, and we are confident that they will have all the passengers and freight that moving. Shippers will take particular notice of the Louisville leaves the city wharf at five o'clock precisely.

THE GEN. REVL. CAPT. E. P. CRIDER, is the second officer of the Old Mail Line for the Cincinnati. The Reel will stop at all way land

passengers can discharge through the tickets to any point East on board having quick time, close connection, and a delightful trip. She leaves the company's wharfboat, at the foot of Third street, promptly at the hour.

THE UNITED STATES, Captain D. Whitten, is due and swift boat for Cincinnati this day of weeks, making but one stop between here and Cincinnati, and that at Madison. To travel eastward this proves a convenient and agreeable arrangement, as they have a good night's sleep and a wake in Cincinnati next morning, without any of the expense of trains.

THE EIGHTH OF APRIL COMMITTEE.—We glad to see that our suggestion to the river and all those interested in steamboats that

substance was introduced at the bar, and the police in New York City have acted upon the information. I am sure that there is an understanding that a meeting of steamboatmen will be held at the Board of Trade rooms this, Monday. We hope that there will be a full meeting of a large number of the men, and that it will result in a representative meeting at New York that will convince those who are anxious to victimize the steamboat interests that the river men of this vicinity are fully aroused and that they do not propose to submit tamely to the proposed legislation.

Postoffice of any kind from any source. We are confident that the Hon. Secretary of the Treasury does not intend to upgrade any steamboat industry, and we are sure that any injustice has been done, and that as soon as the whole thing is made public, the necessary reforms will be made.

er is brought to his notice. All that is needed is that our river community should show that we are alive and on our feet. We hope to see a committee that feels an interest in the river trade of this city at the meeting to-night. Prompt action is imperative.

THE GREAT RIVERPIER is still in Portland. One of her little men, who has been passing the wind yesterday was still strong, is allowed to be put in position, if the wind is favorable. It will be raised this morning, and the steppable will then proceed down the river with her merry cargo of passengers, and her crew in lead of freight. She was visited yesterday by thousands of our citizens, who express, almost without exception, unbounded gratification with her magnificent cable and luxurious state of

He appears very much, but she always lack the 43 ministry and proportion necessary to impress those favorably who view her from above.

BOATS LEAVING TO-MORROW.—The *Argos* No. 2, Capt. Gus. Everhart, will leave on Tuesday for Memphis and White river direct. The *Pink Vahle*, Capt. Milt Akin, will leave on Tuesday for Tennessee river. The *Tempest*, Capt. J. Shultz, will leave on Tuesday for Nashville and intermediate points, upon the Cumberland.

THE BROKER.—"I" will arrive here from New Orleans to-day, and is advertised to leave Wednesday on her return trip.

THE J. T. McCosm has been given into the possession of the insurance officers and the wreck has commenced work upon her. She then

Sailorings. The Scientific American of a late date has the following article of interest, entitled "How to cross the Moscovia." Extracts: As a public benefit, I wish to give your readers a description of two devices which are successfully used on the Western rivers, for obtaining the passage of steamboats over the rapids and shoals, without manual labor in pumping.

1st. If the vessel is a steamboat, lay a two-inch iron pipe with one end resting on her bottom plating, and the other on the shore, so that the water will run right under the boilers, and tan other end put a plug in the hull, as close to the water

The second device for clearing vessels of water can only be used in those of light draft, and when the vessel is a sprig boat, the pump is mounted on the bottom of the large pipe that rests on the bottom. Whenever this pump is below, or partially below, the water level, the water will be ejected overboard with a spraying rapidly, and the vessel can safely proceed. The water is ejected overboard, and the vessel is not so much wasted by blowing off. Of course the principle is the same as that of the U-shaped siphon.

For a portable pump for clearing vessels aloft, the pump is attached to steam tugs, the large pipe is attached to the bottom of the vessel, and the bottom and the other overboard, and the steam is injected through a rubber hose with a proper nozzle.

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